HONDA ServiceNews November 2001

New Software for PGM Tester: SN201

The latest PGM Tester software version SN201 (10/16/01) was sent to your service manager on the November HONDANET CD. To load the software into your PGM Tester, use your 8MB program card and the normal updating procedure (see the article "How to Install PGM Tester Software" in the October '98 issue of *ServiceNews*. Here's some important info on SN201:

- The '02 CR-V and '02 Insight have been added.
- The side airbag OPDS sensor initialization procedure has been fixed. You no longer need to initialize the sensors with software version SN122.
- There is a new evaporative system function test under the Inspection menu. It applies to '98–01 Accords, '98–01 Civics, '98–01 CR-Vs, and '99–01 Odysseys. Other vehicles will be added in future software releases.

Loose Front Balancer Shaft Pulley Can Cause Noise

On '00–01 Accord L4s, a loose or broken front balancer shaft pulley can cause a grinding, whirring, or knocking noise under the timing belt cover. The culprit is a manufacturing process error that prevents proper clamping of the pulley. A pulley that *isn't* properly clamped will fail within a few thousand miles.

To fix this problem, replace the front balancer shaft, the pulley, the washer, the seal, and the mounting bolt. You *don't* need to replace the short block or do added troubleshooting to get a lasting repair.

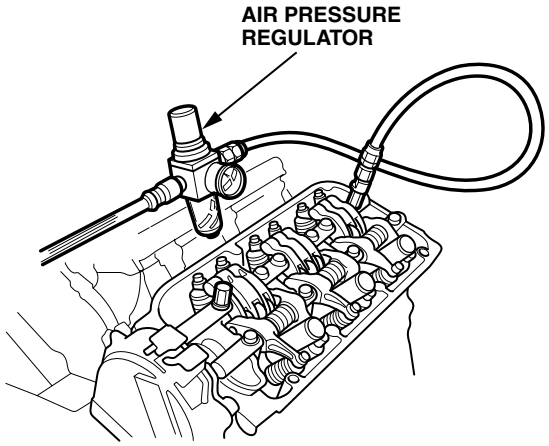
Tape Ejection Problems in I~VES Videocassette Player

If your customer has a '99–01 Odyssey with the I~VES accessory, and complains of tape ejection problems with the videocassette player, here's what to do:

- If the tape ejects intermittently, clean the heads on the player with a good quality videocassette head cleaner.
- If the tape is stuck in the player, *don't* try to remove it with any tools. Remove the entire player, and send it to the factory for repair. Try to remove the stuck tape *only* if it has high personal value to your customer. The factory won't take responsibility for personal tapes.

Use Enough Air Pressure for VTEC Rocker Arm Test

You're doing the VTEC rocker arm test in the service manual. You can't get the rocker arm synchronizing pistons to engage the rocker arms after you've applied the specified air pressure, and you've tried rotating the crankshaft to move them manually. The problem may be an air pressure regulator that's not supplying a large enough volume of air to move the pistons. Air pressure regulators made for nail guns and leak-down testers aren't really suited for this job. If you're having this problem, try using a different air pressure regulator that supplies a larger volume of air.



DTC P0135, P0141 After M/T Removal: '00–02 S2000

On '00–02 S2000s, when doing a repair (such as transmission removal) that requires you to remove the primary and secondary heated oxygen sensor (HO2S) connectors, mark or tag the location of these connectors before you remove them. This ensures they get correctly reinstalled. Make a note to do this in step 19 on page 13-8 of your 2000–02 S2000 S/M.

If the two HO2S connectors *aren't* reinstalled correctly, 12 volts from the No. 6 fuse are applied to the ECM when it turns on the oxygen sensor heaters. This voltage will permanently damage the ECM and cause DTC P0135 (primary oxygen sensor heater malfunction), DTC P0141 (secondary oxygen sensor heater malfunction), or both to set.

If one or both of these DTCs are set, *don't* replace the ECM yet; check the oxygen sensor connections. But if the DTCs come back after you've checked the connections, replace the ECM.

Use or Plug VSP Sensor Hole in Reman Transmission

The ’00–01 Odyssey with the navigation system has a differential-driven vehicle speed pulse (VSP) sensor. Its signal is used to calculate vehicle speed for the climate control system and the navigation system. The ’99 Odyssey, the ’00–01 Odyssey without the navigation system, and the ’98–02 Accord V6 use a vehicle speed signal that the ECM/PCM calculates from countershaft speed. This signal is shared by all systems that need a vehicle speed input.

Although *only* the ’00–01 Odyssey with the navigation system uses a VSP sensor, a transmission may still have the hole machined in the transmission case to accomodate a VSP sensor.

When replacing a transmission:

- If the old transmission had a VSP sensor, make sure the reman unit has a hole above the differential for the sensor.
- If the old transmission *didn’t* have a VSP sensor, make sure the reman unit has no hole or the hole is plugged with a bolt-on cap.
- If the reman unit needs a cap, transfer it from the old transmission before you return the core.
- If the core was returned before the cap was transfered to the reman unit, or if the original transmission *didn’t* have a hole in the case, make sure you order these parts:

Description	Part Number	Honda Code
Cap	23811-P8F-000	6006969
Flange bolt (8 x 30)	95701-08030-08	2711661
O-ring (22.5 x 2)	91313-611-010	2259588

Order a New Subharness for Fog Light Installation

If you’re installing fog lights on a ’02 Odyssey EX with leather, order a fog light subharness (P/N 08V31-S0X-100A, H/C 6957708). The problem is there’s no place to plug in the fog light harness that comes with the kit. The fuse box cavity that the harness should plug into is already occupied by the seat heater connector.

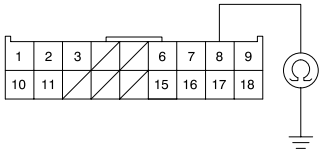
SRS Troubleshooting Tip

If you run into the expression “1MΩ or more” (1 megaohm or 1,000,000 ohms) when troubleshooting an SRS DTC with the service manual, remember an open circuit is more than 1MΩ of resistance. Most DVOMs show this as OL or ---.

In the example below, we’re looking for a short to ground. If your DVOM shows OL or ---, the answer to the question “Is the resistance as specified?” is yes. Continue troubleshooting.

7. Check resistance between the No.8 terminal of SRS unit connector B (18P) and body ground. There should be 1 M Ω or more.

SRS UNIT CONNECTOR B (18P)



Wire side of female terminals

Is the resistance as specified?

YES - Go to step 8.

NO - Short to ground in the floor wire harness; replace the floor wire harness. ■

Parts Catalog Errors: ’02 Odyssey

Our current parts catalog has the wrong P/N for the ’02 Odyssey short block (engine subassembly block). The *correct* P/N is *10002-P8F-A03*, H/C *6795306*. The catalog also has wrong P/Ns listed for the ’02 Odyssey cylinder head (engine subassembly head). The *correct* P/N is *10004-P8F-A01*, H/C *6795330* for the front head, and *10005-P8F-A01*, H/C *6795348* for the rear head.

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